Parts Installation

(g) As of the effective date of this AD, no person may install a PSU panel, P/Ns 10–1178–(( ) and 10–1571–(( ), on any airplane, unless it has been inspected and any applicable corrective actions have been done in accordance with paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(i) Dutch airworthiness directive 2004–022, dated February 27, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Fokker Service Bulletin SBF100–25–097, dated December 30, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on June 7, 2005.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–11694 Filed 6–14–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–19203; Directorate Identifier 2004–NM–109–AD; Amendment 39–14127; AD 2005–12–11]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Boeing Model 757–200 series airplanes. This AD requires modifying the frequency converters located in the closet assembly in the passenger compartment, and making various wiring changes in and between the closet assembly and forward purser work station. This AD also requires modifying the in-flight entertainment system prior to or concurrently with the modification of the frequency converters. This AD is prompted by a certification review that revealed a frequency converter failure mode not identified in the original system design. We are issuing this AD to prevent a short circuit between the frequency converter output and the distribution circuit breakers, which could result in overheating and failure of adjacent wiring and consequent adverse effects on other systems sharing the affected wire bundle.

DATES: This AD becomes effective July 20, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of July 20, 2005.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207. You can examine this information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Docket: The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at *http://dms.dot.gov,* or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647–5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Washington, DC. This docket number is FAA–2004–19203; the directorate identifier for this docket is 2004–NM–109–AD.

FOR FURTHER INFORMATION CONTACT: Binh Tran, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 917–6485; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with an AD for certain Boeing Model 757–200 series airplanes. That action, published in the **Federal Register** on September 29, 2004 (69 FR 58109), proposed to require modifying the frequency converters located in the closet assembly in the passenger compartment, and making various wiring changes in and between the closet assembly and forward purser work station. That action also proposed to require modifying the in-flight entertainment system prior to or concurrently with the modification of the frequency converters.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments that have been submitted on the proposed AD from a single commenter.

Request To Clarify Discussion Section

The commenter states that the last sentence in the second paragraph of the Discussion section of the proposed AD is unclear as written, and asks that it be clarified. The commenter notes that the sentence specifies ''Therefore, all of these models may be subject to the same unsafe condition.'' The commenter states that the sentence should be changed to read ''Therefore, 757–200 series airplanes with frequency converters may have an unsafe condition.''

We acknowledge the commenter's request for clarification of the Discussion section of the proposed AD; however, that section is not restated in this final rule. In addition, the certification review specified in the Discussion section of the proposed AD is of a Model 737–700C series airplane, and the second paragraph merely clarifies that the frequency converters on certain Model 757–200 series airplanes are identical to those on the affected Model 737–700C series airplanes.

Request To Clarify Number of Airplanes in Costs of Compliance Section

The commenter states that the description for the number of airplanes specified in the first paragraph of the Costs of Compliance section of the proposed AD is unclear as written, and asks for clarification. The commenter notes that the first paragraph specifies ''This proposed AD would affect about 4 airplanes of U.S. registry and 4 airplanes worldwide.'' The commenter states that the paragraph should be changed to read ''This proposed AD

would affect 4 airplanes worldwide. All four are of U.S. registry.''

We agree with the commenter and have changed the subject paragraph for clarification.

Conclusion

We have carefully reviewed the available data, including the comments that have been submitted, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

This AD affects 4 airplanes worldwide; all of the airplanes are of U.S. registry.

For airplanes listed in Group 1 of Service Bulletin 757–25–0255: The modification takes about 97 work hours (including access, close-up, and test), at an average labor rate of $65 per work hour. Required parts will cost about $10,710 per airplane. Based on these figures, the estimated cost of the modification for U.S. operators is $17,015 per airplane.

For airplanes listed in Group 2 of Service Bulletin 757–25–0255: The modification takes about 105 work hours (including access, close-up, and test), at an average labor rate of $65 per work hour. Required parts will cost about $10,956 per airplane. Based on these figures, the estimated cost of the modification for U.S. operators is $17,781 per airplane.

For airplanes listed in Group 1 of Service Bulletin 757–24–0093: The concurrent modification, if not previously done, takes about 49 work hours, at an average labor rate of $65 per work hour. Required parts will cost about $5,315 per airplane. Based on these figures, the estimated cost of the modification for U.S. operators is $8,500 per airplane.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866;

(2) Is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2005–12–11 Boeing: Amendment 39–14127. Docket No. FAA–2004–19203; Directorate Identifier 2004–NM–109–AD.

Effective Date

(a) This AD becomes effective July 20, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 757–200 series airplanes, certificated in any category, as listed in Boeing Service Bulletin 757–25–0255, dated December 11, 2003.

Unsafe Condition

(d) This AD was prompted by a certification review that revealed a frequency converter failure mode not identified in the original system design. We are issuing this AD to prevent a short circuit between the frequency converter output and the distribution circuit breakers, which could result in overheating and failure of adjacent wiring and consequent degraded operation of airplane systems.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modification

(f) For all airplanes: Within 18 months after the effective date of this AD modify the frequency converters located in the closet assembly in the passenger compartment by doing all the applicable actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757–25–0255, dated December 11, 2003.

Prior or Concurrent Modification

(g) For Group 1 airplanes identified in Boeing Service Bulletin 757–24–0093, dated August 14, 2003: Before or concurrent with accomplishment of paragraph (f) of this AD, modify the in-flight entertainment system by doing all the applicable actions in accordance with Boeing Service Bulletin 757–24–0093, dated August 14, 2003.

Part Installation

(h) As of the effective date of this AD, no person may install a frequency converter having part number 1–002–0102–0730 on any airplane unless that frequency converter has been modified as required by paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(j) You must use Boeing Service Bulletin 757–25–0255, dated December 11, 2003; and Boeing Service Bulletin 757–24–0093, dated August 14, 2003; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.* You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400

Seventh Street SW., room PL–401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on May 27, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–11712 Filed 6–14–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–19082; Directorate Identifier 2004–NM–79–AD; Amendment 39–14126; AD 2005–12–10]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747–200F and –400 Series Airplanes; Model 767–400ER Series Airplanes; and Model 777 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Boeing Model 747–200F and –400 series airplanes; Model 767–400ER series airplanes; and Model 777 series airplanes. This AD requires replacing the frequency converter(s) used to supply electrical power for utility outlets (for the galley, medical equipment, or personal computers) with modified frequency converter(s). This AD also requires any specified action and related concurrent actions, as necessary. This AD is prompted by a report that a hard short condition between the frequency converter's output and its downstream circuit breakers will produce a continuous current that could cause the undersized output wiring to overheat. We are issuing this AD to prevent the overheating of the frequency converter's undersized output wiring, which could lead to the failure of a wire bundle, and consequent adverse effects on other systems sharing the affected wire bundle.

DATES: This AD becomes effective July 20, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of July 20, 2005.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207.

Docket: The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at *http://dms.dot.gov*, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647–5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Washington, DC. This docket number is FAA–2004–19082; the directorate identifier for this docket is 2004–NM–79–AD.

FOR FURTHER INFORMATION CONTACT: Binh Tran, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 917–6485; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with an AD for certain Boeing Model 747–200F and –400 series airplanes; Model 767–400ER series airplanes; and Model 777 series airplanes. That action, published in the **Federal Register** on September 13, 2004 (69 FR 55120), proposed to require replacing the frequency converter(s) used to supply power for utility outlets (for the galley, medical equipment, or personal computers) with modified frequency converter(s); and any other specified action and related concurrent actions, as necessary.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments that have been submitted on the proposed AD.

Request To Revise Applicability To List Frequency Converters

One commenter asks ''* * * why not write the AD against the part instead of the aircraft?'' and suggests that listing the frequency converter by manufacturer and part number may allow detection of similar problems on other aircraft and possible parts manufacturer approved (PMA) alternative units.

We disagree with revising the applicability. PMA parts frequently have a part numbering scheme different from that of the original manufacturer. For this reason, writing the AD against the part number may not accurately identify the PMA parts. Should we become aware of PMA parts that have similar characteristics as those addressed in this AD, we would consider further rulemaking.

The FAA's practice regarding unsafe conditions that result from the installation of a particular part in specific makes and models of airplanes is to issue an AD that applies to the affected airplane models. In doing so, U.S. operators of those airplanes will be notified directly of the unsafe condition and the action required to correct it. While we assume that operators can identify the airplane models they operate, they may not be aware of specific items installed on those airplanes. Therefore, specifying the airplane models in the applicability as the subject of the AD prevents an operator's ''unknowing failure to comply'' with the AD. We have not changed the final rule regarding this issue.

Request To Add Airplane Models to the Applicability of the AD

One commenter requests that certain Boeing Model 767–300 series airplanes be added to the applicability of this AD. Boeing has published Boeing Service Bulletin 767–25–0334, Revision 1, dated June 19, 2003, which addresses the same unsafe condition on some Model 767–300 series airplanes that were also delivered with affected frequency converters.

We agree that the Model 767–300 series airplanes are affected by the unsafe condition. We inadvertently omitted the service bulletin in the proposed AD. However, we disagree with revising the applicability of this AD, because we are considering a separate rulemaking action for the Model 767–300 series airplanes. A notice of proposed rulemaking for the Model 767–300 series airplanes was published in the **Federal Register** on March 17, 2005 (70 FR 12986). If we revise the applicability of this AD to add Model 767–300 series airplanes, we would need to reissue this AD as a revised notice. In light of the time that would be needed to reissue the proposed AD, and in consideration of the amount of time that has already elapsed since we issued the original notice, we have determined that further delay of this AD is not appropriate.

Request for Change of Terminology

One commenter requests that the phrase ''continuous circuit'' in the Summary section of the proposed AD be changed to ''continuous current.'' The commenter provides no reason/justification.